



Western Power Distribution Local Investment Workshops

East Midlands October 2019

CONTENTS

1	Introduction	03
2	Executive Summary	04
3	Attendees	06
4	Workshop One: Stakeholder Priorities	07
5	Workshop Two: Supporting the Growth Agenda	12
6	Workshop Three: The Electric Vehicle Charging Network	17
7	Appendix: Workshop Feedback	26

1 | INTRODUCTION

In October 2019, WPD's Distribution Managers hosted a series of three stakeholder workshops at depots in the East Midlands. Stakeholders in attendance included councillors, council officers, developers and others involved in the growth agenda. The feedback from all three workshops has been collated and summarised in this report.

Each depot covered a different geographic area within the East Midlands region, as follows:

Derbyshire, Nottinghamshire and Chesterfield	Alfreton Depot	2 October 2019
Northampton, Coventry and Leicester	Hinckley Depot	9 October 2019
Lincolnshire	Grantham Depot	15 October 2019

These workshops had a number of objectives: to provide local stakeholders with an update on the investment being made in their local network over the next 12 months; to collect feedback on where stakeholders see capacity challenges, particularly as a result of residential and commercial developments; to get feedback on how the local WPD teams can work more effectively with stakeholders; and to strengthen working relationships between the Distribution Managers and local stakeholders.

While the agenda at each workshop was bespoke, the following items were covered at all three workshops:

- Introduction to WPD;
- The role of Ofgem and the RIIO framework;
- The transition to Distribution System Operator;
- Investment on the network;
- Network constraints;
- Working with stakeholders (including the provision of information);
- The electric vehicle charging network.

The workshops comprised PowerPoint presentations from the Distribution Manager(s), followed by three round-table discussion sessions. These sessions gave stakeholders an opportunity to feed back on the following areas: working with WPD and stakeholder priorities for the electricity network; supporting the growth agenda; and the electric vehicle charging network. At the end of the first and third sessions, stakeholders were asked to complete written feedback forms to provide some quantitative feedback. Due to rounding, some figures may not add up to 100%.

WPD instructed EQ Communications, a specialist stakeholder engagement consultancy, to independently facilitate the workshops and to take notes of the comments made by stakeholders. Comments have not been attributed to individuals to ensure that all stakeholders were able to speak as candidly as possible.



2 | EXECUTIVE SUMMARY

The workshops were aimed at gathering feedback from stakeholders on three main areas: stakeholder priorities; supporting the growth agenda; and the electric vehicle charging (EV) network. At each workshop, the relevant Distribution Manager gave a presentation on these topics, which was followed by a round-table discussion designed to collect stakeholder feedback. This report contains summaries of the findings from the round-table discussions, as well as verbatim comments and written feedback from stakeholders.

WORKSHOP ONE: STAKEHOLDER PRIORITIES

- There was widespread praise for WPD in terms of its responsive and informative customer service during the connections process. However, some felt that the company could be slow to respond at times, and a number of stakeholders felt that it could be difficult to find the right person to talk to.
- 'Network reliability', 'build a smart network' and 'network resilience' emerged as the top three priorities for stakeholders, who rated their importance as 8.43, 8.28 and 8.10 out of 10 respectively.
- Stakeholders felt that some priorities were missing from the list presented to them. Common suggestions included addressing the climate emergency, communications and information provision and facilitating renewables. A high number of individual suggestions were also proposed, such as supporting microgeneration, delivering rural network capacity and influencing planning policy and building regulations.

WORKSHOP TWO: SUPPORTING THE GROWTH AGENDA

- Large housing developments were planned across all three areas in the East Midlands, and a number of stakeholders saw the lack of network capacity as a barrier to growth.
- Several stakeholders were keen to discuss how renewables could be included in new housing developments, as well as EV charging points.
- Industrial and commercial developments were also planned, some of which would require additional network capacity.
- Stakeholders pointed out that transport developments in the area such as HS2 would require increased network capacity, particularly as they are intended to provide space for EV charging infrastructure.
- Councils were at different stages with their Local Plans, with some having already adopted a Local Plan and others still in the planning stages. It was generally agreed that collaborating with WPD would be helpful for councils looking to put a plan in place.
- A significant number of local authorities in the East Midlands had declared a climate emergency. Those who hadn't decided to declare one clearly still saw sustainability as a priority issue and were taking other steps, such as lowering their own carbon footprint or putting specific policies in place.

WORKSHOP THREE: THE ELECTRIC VEHICLE CHARGING NETWORK

- Most stakeholders (68%) were in the early planning stages of delivering an EV charging network, while 18% had not yet started. Only 6% of stakeholders were at the implementation phase.
- Some councils had installed charging points at their offices or in car parks, and many councils expressed an aspiration to include charging points in residential developments and move towards an EV fleet.
- By far the most common challenge facing stakeholders was the cost of installing charge points. Identifying suitable locations for charge point was also felt to be a significant challenge.
- Half of stakeholders described the level of service from WPD around EV connection applications as 'very good', although it was generally felt that it would be helpful to receive more information from WPD at the early planning stages.
- 87% described the information from WPD on EV charging as 'very good' or 'good', with a number of comments reflecting that stakeholders had found the workshop very informative.

EVENT FEEDBACK

After the event, stakeholders were asked to complete written feedback forms. In terms of the event, the feedback was as follows:

- The average stakeholder satisfaction score for the workshop was 9 out of 10, with 38% of stakeholders giving the highest possible score of 10 out of 10.
- All stakeholders reported that they found the event interesting, with 73% opting for 'very interesting' and 27% for 'interesting'.
- 98% 'strongly agreed' or 'agreed' that they had the opportunity to make their points and ask questions.
- 96% 'strongly agreed' or 'agreed' that WPD covered the right topics on the day, and no stakeholders disagreed with this statement.



3 | ATTENDEES

63 stakeholders attended the three workshops, representing 40 organisations. The organisations represented were as follows:

- Ashfield District Council
- Association of Local Councils
- Bassetlaw District Council
- Bingham Town Council
- Bolsover District Council
- Boston Borough Council
- Bright Green Renewables
- Cenex
- Charnwood Borough Council
- City of Lincoln Council
- Coventry City Council
- Daventry District Council
- David Wilson Homes
- Derby City Council
- East Lindsey District Council
- Engineering Services Consultancy Ltd
- Harborough District Council
- J. Murphy & Sons
- Leicester & Leicestershire Enterprise Partnership
- Lincolnshire County Council
- Midlands Energy Hub
- Mountpark
- North East Derbyshire District Council
- North Kesteven District Council
- North Northamptonshire Joint Planning & Delivery Unit
- Northamptonshire County Council
- Nottingham City Transport Ltd
- Nuneaton & Bedworth Borough Council
- Peak Gen Power Ltd
- Power On Connections
- Property developer
- Rolton Group Ltd
- Rugby Borough Council
- Rushcliffe Borough Council
- Rutland County Council
- South Holland District Council
- South Kesteven District Council
- Stratford-on-Avon District Council
- Warwick District Council
- Warwickshire County Council



4 | WORKSHOP ONE: STAKEHOLDER PRIORITIES

The first presentation of the day outlined WPD's role as a Distribution Network Operator (DNO) and its approach to working on a regional level. The presenters then explained that WPD is looking to understand its stakeholders' priorities as the company moves towards its next Business Plan (2023-2028).

During the discussion session, stakeholders were asked what their priorities were for the electricity network from 2023 onwards. They were then given a written feedback form and asked to rank WPD's 14 existing priorities, as well as identify any priorities they felt were missing.

SUMMARY:

Stakeholders had come to the workshop to discuss a wide range of topics. At all three events, there was a strong interest in finding out about local capacity and constraints, with local authorities keen to discuss housing developments in their area, particularly to find solutions for the lack of capacity, which was perceived as holding back growth. There was also widespread interest in the EV charging network and in reliability. Stakeholders in Derbyshire and Nottinghamshire in particular had a strong interest in the environment, referring to plans to make Derby a zero carbon city.

A large number of stakeholders reported a positive experience of working with WPD. However, some felt that it could be difficult to find the right person to talk to at the company, especially since some local authorities are split across WPD teams.

Stakeholders generally stated that they found the company very helpful, with many who had been involved in the connections process praising the customer service as responsive and informative. However, a minority of stakeholders said that they had found the company to be slow to respond and, at times, expensive.

There was a clear appetite among stakeholders for working more closely with WPD, for example, by ensuring that council's Local Plans are aligned with the company's Business Plan, and stakeholders agreed that they would like to have access to the company's forecast of legislation and its impact.

When stakeholders were asked to vote on WPD's priorities, 'network reliability' scored the highest, with 8.43 out of 10, followed by 'build a smart network' (8.28) and 'network resilience' (8.10).

It was felt that a reliable supply should translate as people being able to use electricity as and when they need it, with a number of stakeholders of the view that connecting more renewables could lead to a more reliable network. Increasing capacity, especially on rural networks, and ensuring network visibility were seen as an essential part of delivering a reliable network, especially for businesses. It was felt that WPD should have a proactive approach to network resilience, especially in light of the recent power cut across the UK. It was added that a more reliable network would also help vulnerable customers for whom the effect of a power cut could be serious.

Stakeholders saw the transition to Distribution System Operator (DSO) as being vital in facilitating more local generation and EV charging infrastructure. This was seen as a key issue at all three workshops.

Additionally, there was a good deal of concern regarding the environment expressed at all three workshops. Stakeholders at the Lincolnshire workshop even called for the 'environment' priority to be renamed 'the climate emergency' to reflect the urgency of this issue.

Stakeholders at all three events felt that some priorities were missing. Common suggestions included addressing the climate emergency, communications and information provision and facilitating renewables. A whole range of individual suggestions for new priorities were put forward by stakeholders in the East Midlands. These included: battery storage, microgeneration, and facilitating the electrification of heat.

Partnerships were also seen to be key, with stakeholders suggesting that WPD should work with developers and government to influence planning policy as well as with organisations in the EV sector to help deliver the charging network. Although it was acknowledged that the number of vulnerable customers was increasing and fuel poverty was an important issue, it was widely felt that this should be a shared responsibility and was not solely the responsibility of DNOs. Stakeholders explained that customer service should not be treated as a priority because the company is already performing well in this area.

1. WHAT, IF ANYTHING, HAS BEEN YOUR EXPERIENCE OF WORKING WITH US TO DATE?

“My only experience has been with power cuts.”
Stakeholder, Northampton, Coventry and Leicester

“Technical experts coming to our council and explaining all the issues about connecting in rural areas was really useful.” **Stakeholder, Lincolnshire**

“Slow response and expensive quotes is a major issue on the viability of sites.”
Stakeholder, Northampton, Coventry and Leicester

“WPD is the best of the DNOs in terms of the quality of quotes and customer service.”
Stakeholder, Northampton, Coventry and Leicester

“Your people were good and stated the correct information.”
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

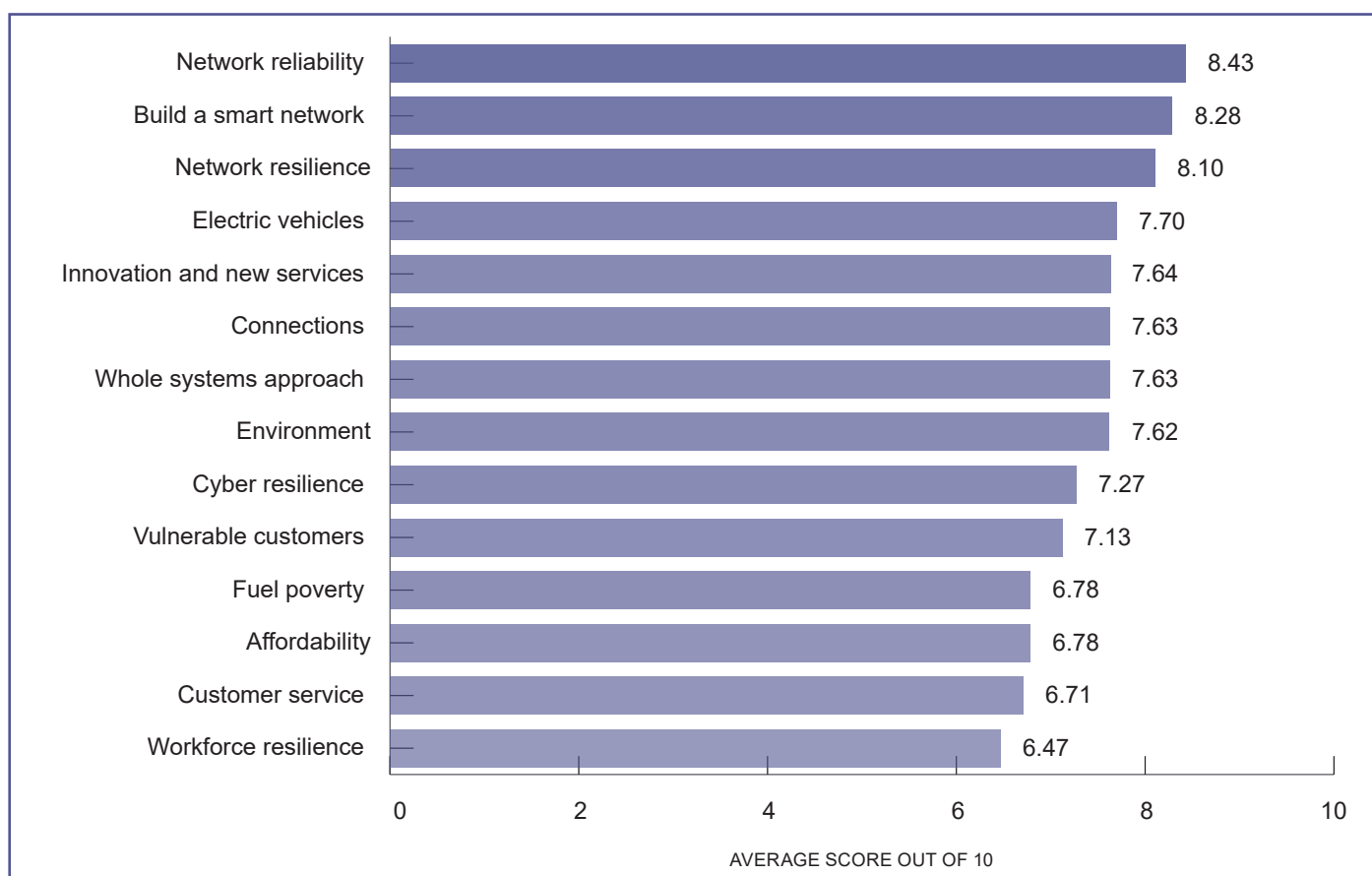
“A few years ago, you installed a new cable. It turns out that a lot of the gully works were not done properly, which was a contractor issue. It did get redone, but the process should have been more closely managed at the time.”
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Very helpful: they get back to us in a good time about connections.”
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“I have never quite found the right person to talk to. There are ways in, but for the smart system and innovation stuff I am not sure who to ask. The day to day stuff does work very well.”
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Sometimes it seems like there's a lack of planning, which results in us having to pay a larger bill than we'd expect. Having said that, my experience of WPD compared to others is good. They are definitely one of the better ones.”
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

2. WHAT ARE THE KEY PRIORITIES FOR YOU WHEN IT COMES TO YOUR ELECTRICITY NETWORK?



“Our presence here today is evidence of you working with the community. This isn’t a priority. I would like to see that more explicitly on the list.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“My understanding is that government policy is more about local generation. What plans has WPD got in this area – local grids – and what would the impact be for Derby?”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Vulnerable customers are becoming more numerous: we have an ageing population in Lincolnshire, and many are staying in their homes because of the cost of social care. That’s a priority for me.”

Stakeholder, Lincolnshire

“The climate emergency should be a priority. Just saying ‘environment’ doesn’t cut it anymore.”

Stakeholder, Lincolnshire

“I’m worried rural areas will disappear because of the move to electrification: businesses will drift away to major cities where the infrastructure is in place. I want to see you keeping rural areas connected as a priority.”

Stakeholder, Lincolnshire

“I want to highlight proactive resilience, so that we can have the capacity we need.”

Stakeholder, Lincolnshire

“I’m worried about large lorries. We need forward thinking and confidence that large industry can charge their EV lorries. We have large industry in Lincolnshire with food packaging and distribution. That is going to be an enormous change, to get those lorries electric.”

Stakeholder, Lincolnshire

“I want to prioritise innovation: inductive charging on the roads similar to tramlines that cars can drive on and charge their cars at the same time.”

Stakeholder, Lincolnshire

“Capacity – at the end of the day, you can do whatever, but if you haven’t got the capacity, what are you going to do?”

Stakeholder, Lincolnshire

“The movement to DSO is key, as is focusing on the renewables aspects, as it feeds into every other priority you have identified.”

Stakeholder, Northampton, Coventry and Leicester

“When power cuts happen, like on 9 August, everyone was desperate. Network reliability is absolutely key and gets more important when we are putting more things into it.”

Stakeholder, Northampton, Coventry and Leicester

“Reliability, resilience, smart network system. This has an impact on vulnerable customers as well. EV comes back into it: you’ve got to build the system around it.”

Stakeholder, Northampton, Coventry and Leicester

“Something missing on there is partnerships. There is so much to plan. We need to enable and facilitate things to happen like flexibility and that requires us working together in partnership.”

Stakeholder, Northampton, Coventry and Leicester

“Vulnerable customers, fuel poverty, innovation: these are a shared responsibility. Others can work on innovative solutions, but you can implement those services. Collapse them into one priority and concentrate on what’s your responsibility.”

Stakeholder, Northampton, Coventry and Leicester

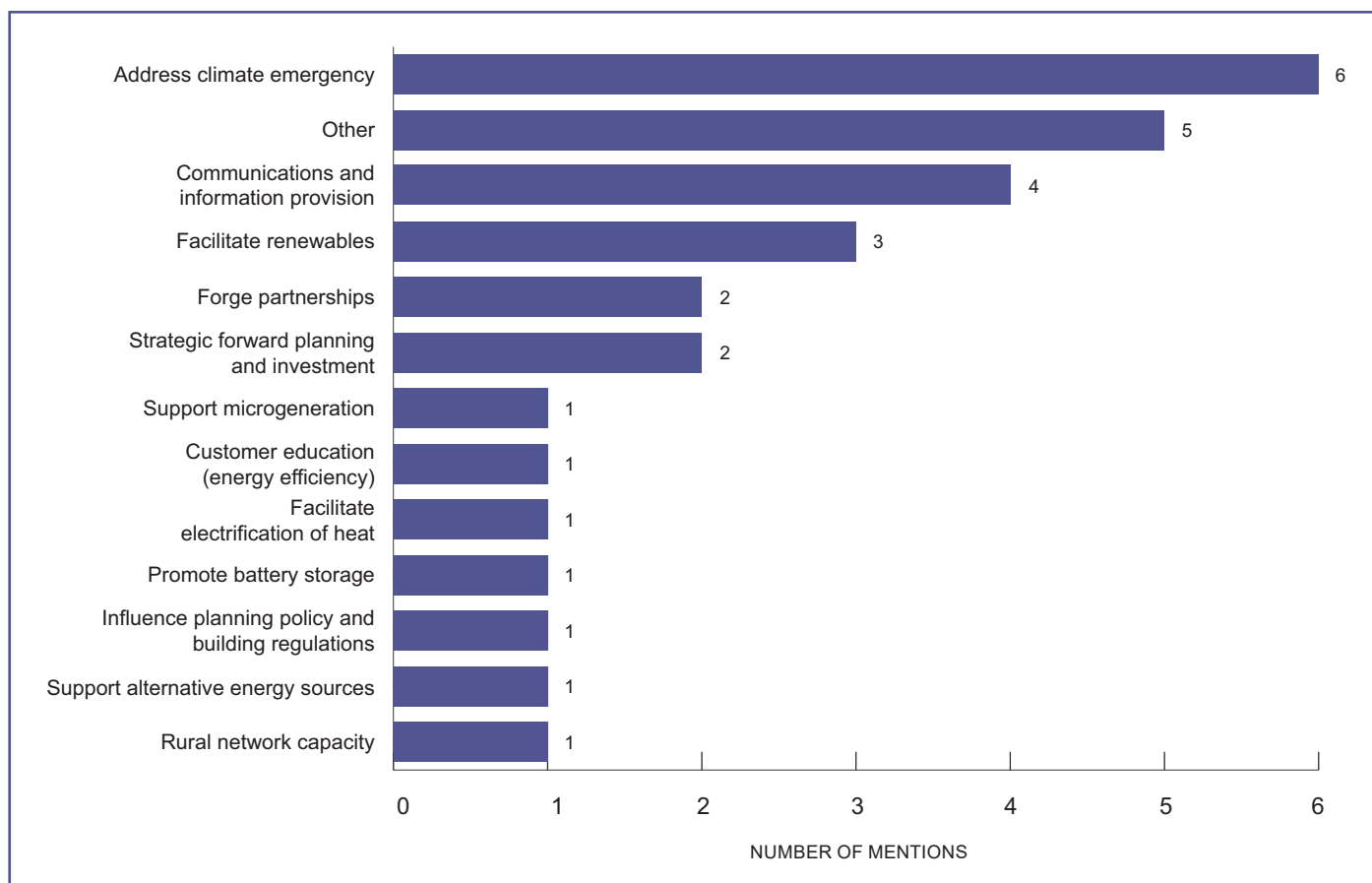
“The energy will be produced more locally, which is one of the biggest things that you need to concentrate on. Renewable energy has to be the way forward. That will make it more reliable.”

Stakeholder, Northampton, Coventry and Leicester

“I would say customer service is low down the scale. You deal with it on a daily basis and it’s overshadowed by other DNOs who are worse by comparison. I’m sure there’s a lot of effort gone into customer service.”

Stakeholder, Northampton, Coventry and Leicester

3. ARE THERE ANY PRIORITIES MISSING FROM THE LIST ABOVE?



NB. This graph has been produced based on the written answers to an open question in the feedback form. Where possible, the written responses have been analysed and grouped into themes. To do so, some assumptions have been made. This graph should therefore be treated as purely indicative of people's views.

Where new priorities were only mentioned once they have been included as 'other', unless they were suggested as new priorities at other workshops in which case they have been included as separate items in the graph.

'Other' suggestions included: SF6; third party investment in to increase capacity and resilience of network; real time visibility of network capacity; and whole systems.

"Reducing electricity demand through encouraging more efficient equipment / use of power, home and industrial plant efficiency, etc."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Work with community, information provision."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Issues around SF6: does it offset CO2 reduction?"

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Encouraging additional resilience / capacity from third party investment."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Electrification of heat."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Working with housing developers, working with government – how to influence planning policy."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Information on services to community."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Forecasting need based on local plans."

Stakeholder, Northampton, Coventry and Leicester

"New fuels / local distribution network off-grid networks / microgeneration."

Stakeholder, Northampton, Coventry and Leicester

"Network visibility of capacity issues – real time."

Stakeholder, Northampton, Coventry and Leicester

"Presumably climate change and reducing carbon emissions are embedded within [the priorities]?"

Stakeholder, Northampton, Coventry and Leicester

"Partnerships – look at where other partners can deliver on other elements, e.g. EVs and environment."

Stakeholder, Northampton, Coventry and Leicester

"Missing role of WPD (DSO) vs NGC (ESO) and this will be a key debate."

Stakeholder, Northampton, Coventry and Leicester

"Storage."

Stakeholder, Northampton, Coventry and Leicester

"Embedded generation – impacts of a change in regulation."

Stakeholder, Northampton, Coventry and Leicester

"Small scale PV and storage." **Stakeholder, Northampton, Coventry and Leicester**

"Climate change should be a priority in its own right, rather than having elements spread amongst other priorities." **Stakeholder, Lincolnshire**

"Climate emergency declarations of local authorities." **Stakeholder, Lincolnshire**

"Rural area capacity and sustainability – need high levels of investment to protect business groups (e.g. HGV fleets which are major employers)."

Stakeholder, Lincolnshire

"Speed of response to forge projects."

Stakeholder, Lincolnshire

"Renewable energies – alternative forms, not including nuclear." **Stakeholder, Lincolnshire**

"The need to ensure proactive planning for growth through Local Plans." **Stakeholder, Lincolnshire**

5 | WORKSHOP TWO: SUPPORTING THE GROWTH AGENDA

The presenters gave examples of WPD's investment programme, which included activities such as asset replacement, undergrounding and network reinforcement. The company's approach to capacity allocation was also explained.

Stakeholders were then asked to give details of their own local growth plans, the technologies they were planning to include and how WPD should take these into consideration when investing in the network.

SUMMARY:

Stakeholders at the three workshops gave details of large housing developments in their local area. Housing developments in Derby were mainly planned outside of the city itself, with around 4,500 new houses over a five-year period, including the Royal Infirmary site, which will also feature commercial development. Around 35,000 new homes were planned in central Lincolnshire, and some 7,500 in Bassetlaw. Major developments were also planned for Milton Keynes.

Many local authorities were keen to discuss the need for efficient houses with renewable connections, with some areas such as Bingham and Rushcliffe considering 'green developments'. It was noted that council planners insist on EV charging points in all commercial developments in Milton Keynes.

Stakeholders also mentioned local industrial and commercial developments, such as Rolls Royce and the Infinity Park commercial and technology park. It was noted that greater capacity was needed to attract businesses, which was vital in light of the high number of new housing developments.

In terms of transportation, it was noted that the Oxford / Cambridge rail link and HS2 will lead to more development and provide the opportunity for installing EV chargers at stations. Stakeholders also said that they wanted to improve transport infrastructure to support job growth.

A number of stakeholders were working on the basis of long-term plans, although many were keen to stress the unpredictable nature of planning and development. Some councils had Local Plans in place, while others had paused their Local Plan or were in the early stages of starting one. It was pointed out that Local Plans should be taken into consideration by WPD when planning network reinforcement.

There was general agreement that WPD should be involved in the planning process, with local authorities keen to see joined-up thinking and collaboration with the DNO and other actors.

Stakeholders across the three events expressed a desire to see more renewable technology included in new developments. It was noted that a small development in Derby will be using ground source heat pumps rather than gas, and that battery storage was being considered in north-east Derbyshire. There was a general call for more PV, local power storage and heat pumps, but local authorities seemed to feel that encouraging these alternative power sources was beyond their remit.

They criticised developers for prioritising profit over sustainability and called on WPD to encourage the uptake of these technologies. It was also felt that more legislation was needed, which clearly required government action.

A large number of local authorities had declared a climate emergency, including Melton Borough Council; Harborough, North and South Kesteven and Stratford-upon-Avon District Councils; and Derby and Lincoln City Councils. Others, such as High Peak Borough Council and South Holland District Council, were planning to declare an emergency or were considering doing so.

In Lincolnshire, most local authorities had set a Net Zero target of 2050 (in line with central government targets), except for Lincoln, which had set the target for 2030. Many of those which hadn't declared a climate emergency clearly still saw sustainability as a priority but had chosen a different approach: Rutland County Council was in the process of drafting a climate action motion and Bolsover District Council was moving towards a climate strategy.

Elsewhere, East Lindsey District Council was looking at ways of reducing the council's carbon footprint and Ashfield District Council was looking to put policies in place. There was strong agreement at the Northampton, Coventry and Leicester workshop that local authorities need to have a joined-up approach to declaring climate emergencies in order to be effective.

Feedback on the applications process was generally positive, with stakeholders reporting that they found it to be straightforward and praising WPD's prompt response. Once again, stakeholders expressed a desire to collaborate with WPD by discussing capacity and planning growth together.

1. WHAT GROWTH PLANS DO YOU HAVE THAT WE SHOULD CONSIDER WHEN PLANNING THE INVESTMENT IN YOUR LOCAL NETWORK?

"We need joined up, collaborative thinking across investors, WPD, and local authorities across Sleaford West, where the power is in wrong place."
Stakeholder, Lincolnshire

"We have identified three key things we need to look at: connectivity within the city centre; what that looks like; and looking at where businesses and developments need to connect outside of the city e.g. East Midlands Gateway, HS2. Whatever the plans are over the next five years, they need to be able to be scaled up and relevant until 2050 and we need to be able to talk to you to make sure we get it right."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In Bolsover, our Local Plan is emerging. We have four strategic sites, including Whitwell and Clowne Garden North. Over 30 years, this will be 1,800 houses + 40ha of employment. We also have Bolsover North, which has already been consented. It's 800 homes, which is obviously very significant."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In Ashfield, our Local Plan is just starting. The Plan was actually withdrawn, so developers are putting in plans outside of the Plan. We have Beck Lane, which is 322 units. In Hucknall, there's the former Rolls Royce plant, which is 900 homes. Gedling is 1,800 units. Our Council's requirement is 475 per annum, but we don't have a Plan. Regarding employment, Castlewood has some plots. There's also Sherwood Way, which has permission [for a] 168,000 sqm unit."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In Bassetlaw, we're looking at the adoption of our Plan in February 2021. There are a number of key growth areas such as Harworth, which is right on the WPD boundary. There are 6,630 new homes over the planning period to 2035. We have lots going on including 1,600 in Worksop and 853 units in Retford. We also have new Garden Villages and 136 ha of employment in Manton Wood."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In High Peak, our Local Plan is adopted. We have some really big developments including 800 units in Buxton coming up."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"The level of detail varies, but central Lincolnshire's Local Plan maps out every allocated site, every planning permission, every liaison with a developer. Look at our website: it takes in Sleaford, Gainsborough, Lincoln." **Stakeholder, Lincolnshire**

"We've got a considerable amount of industrial and commercial growth planned in South Kesteven – space allocated for 20,000 houses."
Stakeholder, Lincolnshire

"In Bingham, we have some crown estates on the opposite side of the railway line. We're looking at up to 4,000 houses and where the railway crossing is, the town council is looking at putting in a new car park with EV charging." **Stakeholder, Lincolnshire**

"Warwick District Council has 17,000 dwellings in the Local Plan. We are looking to do sustainable urban extensions."
Stakeholder, Northampton, Coventry and Leicester

“100,000 houses along the A1 to Lincoln over the next 20 years, that’s minimum level according to local plans. There’s the infrastructure issue of the A1. 15,000 houses at Corby by 2036. In Rutland, we’ve got 3,000 houses, Grantham, 15,000, Lincoln 20,000 houses plus.”

Stakeholder, Northampton, Coventry and Leicester

“We’ve done some work with the Urban Growth Company in Solihull. The HS2 line connects them to Birmingham from Arden Cross. [It’s a question of] greater power demand and looking at the power requirements [and the] National Grid connection. There might be up to 7,000 chargers for the train station in Arden Cross.”

Stakeholder, Northampton, Coventry and Leicester

“Our big sites tend to be Gaydon (going ahead), with around 15,000 houses. It’s a changing landscape. Long Marston hinges on the South Western relief road and the funding on that. There are other smaller developments around Stratford. They’re in our core strategy, around Wellesbourne. We’re not just serving Stratford: we’re also the overspill for Birmingham.”

Stakeholder, Northampton, Coventry and Leicester

“We’re keen to bring in new industry. JLR’s development is great, but we’d like to expand the technology centre. We don’t have enough industry to sustain those kinds of developments.”

Stakeholder, Northampton, Coventry and Leicester

“In north-east Derbyshire, our Plan is paused. We currently have a number of plans including Tupton as well as projects such as North Wingfield. There are also developments such as Southfields and Killamarsh.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

2. WHAT STAGE ARE THESE PLANS AT – HOW LIKELY ARE THEY TO PROGRESS?

“We are just starting to talk to key stakeholders, including WPD, to understand plans and to start gathering views, so we will want to talk to you. It is about joined-up planning and long-term strategic planning.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“[There are] 15,000 residential properties in Nuneaton and Bedworth, with more than half on the north-east side (all greenfield), so there isn't the infrastructure. The borough plan is passed and there is planning permission for about 5,000 already, with 2,000 having been completed. No technologies are being used.”

Stakeholder, Northampton, Coventry and Leicester

“They're likely to progress in South Kesteven, but take into account the usual suspects, like settlement hierarchy. Planning and development can be fickle.”

Stakeholder, Lincolnshire

“We've been granted permission for 250 dwellings around Sleaford, but some of the large-scale developments are slow.”

Stakeholder, Lincolnshire

“We're planning a western growth corridor in Lincoln and are hoping for a decision by March next year. That's for 5,000 houses and a leisure centre.”

Stakeholder, Lincolnshire

“They will be built in phases and while they definitely will go ahead, we can't really predict at what speed.”

Stakeholder, Northampton, Coventry and Leicester

3. WHAT TECHNOLOGIES ARE YOU PLANNING TO USE?

“Derby Homes is a small development but they are looking to put in ground source heat rather than gas. And, as more people do that, it is going to put a general burden on the grid everywhere.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Do the networks incentivise uptake of these new technologies: do they encourage it? What should be the role of the networks here? I would have thought every stage of the supply chain should be looking to encourage a reduction in carbon.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“I think we need battery storage going in now. There is a real investment opportunity and I would like to see you pushing for it. Not personal but community energy storage. And that should be being built into new housing estates. If developers are installing PV on new homes, then the energy needs to be stored in the day so that residents can use it in the evening and end up as energy neutral.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“In North East Derbyshire, we're looking at battery storage.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Everyone needs to be pushing to decrease the carbon impact of new developments. You should offer suggestions as to how to make developments more energy efficient when they ask to connect and demonstrate the cost reduction in terms of the connection if, say, they put in PVs. It shouldn't just be down to the ICP.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“High Peak. Neighbourhood Plans are considering heat pumps and providing 'passive houses'.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“We know how far we would like to go but [we need to] know how far we can go.”

Stakeholder, Lincolnshire

“Legislation needs to change, and that comes from the central government.”

Stakeholder, Lincolnshire

“If you want to make houses more appealing to people, build them to the German standard, like the estate that just won the Stirling Prize in Norwich. Put in solar panels, heat pumps, batteries.”

Stakeholder, Lincolnshire

“We want to put that sustainability agenda in the local plan.”

Stakeholder, Lincolnshire

4. ARE YOU AWARE OF ANY LOCAL AUTHORITIES THAT HAVE DECLARED CLIMATE EMERGENCIES – AND HOW SHOULD WPD RESPOND?

“Derby City Council has declared, but we haven’t yet set a date for zero carbon. I don’t think that we can achieve it before the country achieves it, so probably [by] 2040 or 2045. But we need to be reducing [carbon] as rapidly as possible.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Whenever WPD has conversations, they need to also demonstrate that they are part of the solution.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“WPD should play a leading role in helping customers achieve this. ‘How can we enable society as a whole to achieve that?’ That would be a really powerful statement.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“High Peak is declaring a climate emergency in two weeks.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Bolsover is moving towards developing a climate strategy but hasn’t declared a climate emergency.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Ashfield hasn’t yet, but we want to put policies in place.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Our target in South Kesteven is 2050, in line with the government.” **Stakeholder, Lincolnshire**

“In Kesteven North, we’ve adopted a ‘carbon conscious’ grading process towards carbon zero by 2050.” **Stakeholder, Lincolnshire**

“In Rutland, we are in the process of a climate action motion, including looking at the planning policy. [As part of] the big development in an airfield, we’re putting EV and charging on every house as standard.” **Stakeholder, Northampton, Coventry and Leicester**

“Stratford District [has set its] climate emergency for 2030. This will affect planning, and the structure has to change: EV points, insulation, there is a cost to it. Warwickshire is beautiful, it’s had coverage, so the demand will go up.”

Stakeholder, Northampton, Coventry and Leicester

“Melton Borough have declared one, but not much has been done.”

Stakeholder, Northampton, Coventry and Leicester

“The problem is that there aren’t joined-up plans.”

Stakeholder, Northampton, Coventry and Leicester

“If you don’t have a joined-up approach, you’ll just push developers into neighbouring councils.”

Stakeholder, Northampton, Coventry and Leicester

5. HAVE YOU GOT ANY FEEDBACK ABOUT THE APPLICATIONS PROCESS?

“I would say it’s fine, but for those who have never undertaken the process before, you need to make everyone aware of what I would call the rationing of power.” **Stakeholder, Lincolnshire**

“The key is getting the right WPD person involved early.” **Stakeholder, Lincolnshire**

“Let’s sit down with a map, look at capacity and plan where the growth can go.” **Stakeholder, Lincolnshire**

“Very good applications process. You can fill out an online form, and within 24 hours, we get a response from the engineers.”

Stakeholder, Northampton, Coventry and Leicester

“Pretty simple and straightforward process. You know what the information you need is.”

Stakeholder, Northampton, Coventry and Leicester

6 | WORKSHOP THREE: THE ELECTRIC VEHICLE CHARGING NETWORK

The third presentation addressed the complex and wide-ranging issue of EV charging, touching upon capacity, connection cost and time and the application process.

During the discussions, stakeholders were asked about their plans for the roll out of the EV charging network and how WPD can support these plans. At the end, stakeholders were given a written feedback form to complete to give WPD a better understanding of the status of the rollout of EV charging at local councils across their network.

SUMMARY:

Most stakeholders were in the early stages of developing a strategy for delivering an EV charging network, with over two thirds (68%) stating that they were at the early planning stage, although 18% reported that they had not really started this process. Some local authorities had installed EV chargers in car parks and at council offices, and some had electric vehicles in their fleets. Others had aspirations and plans, from trialling electric refuse lorries to exploring an EV fleet. Stakeholders at the Derbyshire and Nottinghamshire events were keen to discuss innovative solutions, such as electric car clubs and charging points for electric taxis.

In general, stakeholders seemed to be aware of the complexities involved with installing EV chargers and felt that they required much more support and information before they could develop a plan. Those in the early stages stressed that they needed guidance from WPD and would need to inform themselves on charging behaviours.

When stakeholders were asked about the challenges they face in rolling out their EV charging network, by far the most common was the cost involved. Other widespread challenges included identifying sites, the perceived lack of grid capacity, and a lack of strategy / planning / resource at the council.

There was consensus that engagement from WPD could help councils deal with these challenges. Stakeholders asked for guidance on a range of areas, from costings and information on capacity to specific aspects of planning, such as retrofitting car parks and electrifying fleets. There was also a clear appetite to engage with other actors in the sector such as the motor industry and innovators to gain a clearer overall picture of how EV charging will develop and where councils fit in.

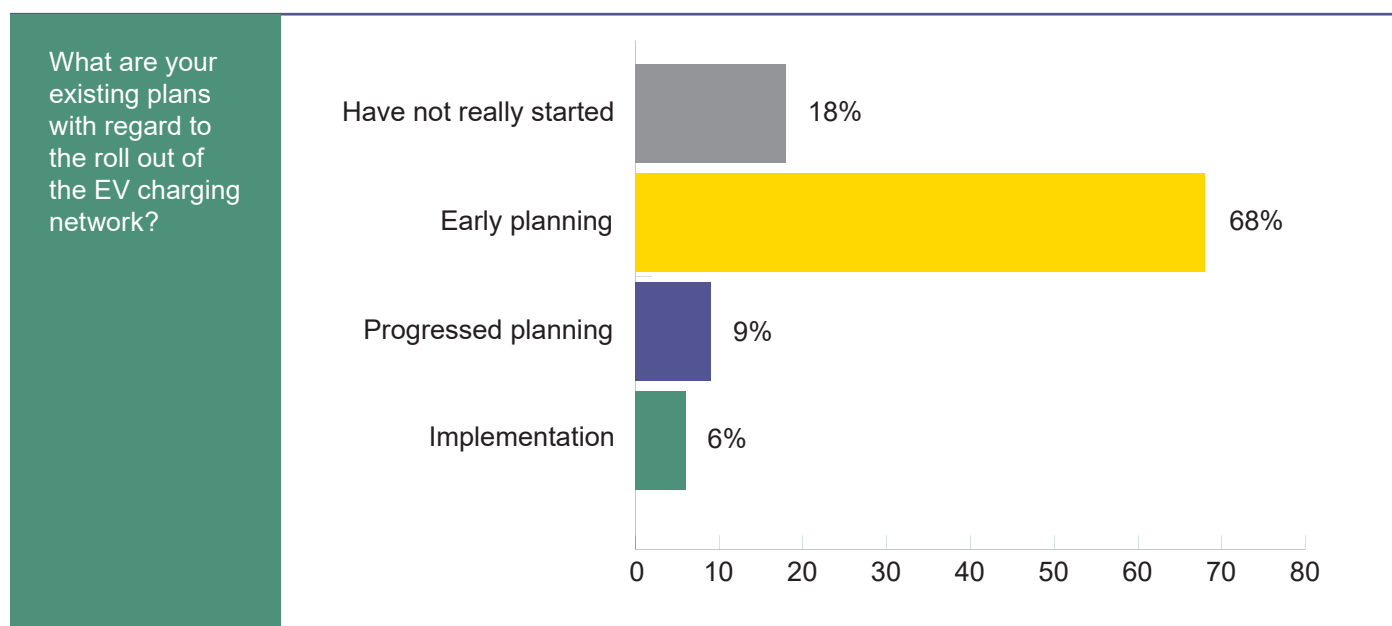
In terms of plans for EV customers without driveways and home charging, most councils did not have a policy in place but were interested in finding out more about possible solutions. EV charging points in car parks were seen to be the most frequently cited solution, although stakeholders were interested in discussing other options such as community hubs.

Some councils reported a small number of electric vehicles on their fleet and a number of them had long-term plans or aspirations for switching to an EV fleet. In Lincolnshire, it was noted that seasonal demand from holidaymakers would need to be considered, and it was suggested that public charging points may be useful for rural areas.

When stakeholders were asked to rate the level of service they had experienced when applying for an EV connection with WPD, over half of stakeholders (50%) described it as 'very good', with the remaining voters opting for 'neutral'. It was, however, commented that better information provision and an easier-to-follow process at the early planning stages would be helpful as this would allow local authorities to better plan for the future. However, 87% of stakeholders described the information from WPD on EV charging as 'very good' or 'good'.

There seemed to be widespread agreement that although information had previously been lacking, the workshop events had been very informative. It was also widely felt that more information was needed, partly because EV charging is such a wide-ranging issue that involves a great many sectors and is constantly developing.

1. WHAT ARE YOUR EXISTING PLANS WITH REGARD TO THE ROLL OUT OF THE EV CHARGING NETWORK?



"I think there are 33 chargers going in in car parks."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In north-east Derbyshire, we're thinking about our fleet moving towards EVs. The main problem is geographic, because of the shape of our council patch. Our council fleet has EVs. We want to have a percentage of charging points in new homes too. The big challenge is that we have lots of people without driveways."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"In Lincoln, we've just built a new 1,000-space car park with 12 EV chargers, and we've future proofed to create more when needed."
Stakeholder, Lincolnshire

"We also need to be moving from privately owned cars to city car club-type ownerships. We have some, but they aren't actively promoted, and they also aren't all electric."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We want to put chargers on the front of council houses in Lincoln."
Stakeholder, Lincolnshire

"[We've] installed EV charging points in a lot of our car parks. We are considering policies / approach / implementation around across to EV charging to residents and commercial."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"It's aspirational, but one of the issues is that we don't understand the capacity. [It's about] getting in touch early and getting grants. We have one charging space in the council as part of a trial, so we might put more charging spaces in the council car parks."
Stakeholder, Northampton, Coventry and Leicester

"In High Peak, we're trialling refuse lorries. Our local LEP is supplying the charging points. There are also public car parks we're looking at that councils own. We're also considering on-street charging."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We have a problem with air pollution in Derby. One way would be to require all taxis to be EVs and to provide all taxi ranks with electric charging points."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"As part of our draft policy, all residential developments with more than 10 dwellings will be expected to provide chargers. New commercial developments will make provisions for charging, on a case by case basis. That will change after hearing today's presentation: cables must be available at a later date. All ducting must be provided."
Stakeholder, Northampton, Coventry and Leicester

"LEP-funded public car parks in progress, council buildings in early formation."
Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Six rapid points for D2N2 pot, based on survey for on-street charging plans to produce some areas in small car parks for fast chargers.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“We are in early planning and need an urgent meeting with our lead officers and members to talk about planning for the future.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Some shared work with Nottingham on installations, planning applications for private sites, much more needed.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“A fleet of electric vehicles owned by the Borough Council / electric charging points installed in car parks / policy to be included in new local plan.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Explore transfer to EV / provide in public car parks subject to grant funding / support partners such as parish councils to provide charging points.”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“Look at EV charging points in off-street parking (car parks).”

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

“We have got an early EV strategy which we are currently discussing at a Borough / District level. The intention is that we will consult it wider at a later date.”

Stakeholder, Northampton, Coventry and Leicester

“Car park refurbishment / re-provision projects underway and will require EV to varying degrees.”

Stakeholder, Northampton, Coventry and Leicester

“Looking to change R+M fleet to EV by 2020 / workplace charging in planning / on-street slow charging in delivery.”

Stakeholder, Northampton, Coventry and Leicester

“We are interested in increasing our number of EV points but are at an operational stage and probably need help and guidance.”

Stakeholder, Northampton, Coventry and Leicester

“Council car park and one car park in Holbeach to get one charge point each.” **Stakeholder, Lincolnshire**

“It is on our radar, but there are budgeting pressures that need to be sorted.” **Stakeholder, Lincolnshire**

“East Lindsey District Council has already installed charging points in its own car parks.”

Stakeholder, Lincolnshire

“As a councillor on Rushcliffe Borough Council, I will be interested to find out more. We have installed 3 / 4 charging points at our local council office and leisure centre car park but there has been no serious scrutiny of future needs or plans.” **Stakeholder, Lincolnshire**

“A small number of council owned car parks have charging points. We're currently considering requiring a connection for new homes to enable a charging point to be installed.” **Stakeholder, Lincolnshire**

“No formal plans / EV charging points are being installed in pad key settlement / need to develop a strategy for residential development.”

Stakeholder, Lincolnshire

2. WHAT DO YOU NEED FROM US TO HELP SUPPORT YOUR PLANS FOR YOUR LOCAL EV CHARGING NETWORK?

"We are doing a review of our organisation's fleets, including refuse vehicles, etc., and we could do with some guidance on that."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"I understand there is a lack of capacity at some of our council depots, so we need to understand whether it is a good location. Or whether we could put EVs on the roofs and a battery store to help make it work."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We need you to email us information that is of relevance to councils around EVs so that we can circulate it to the rest of the council."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We need early engagement with WPD. We'd like to move to this."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We would welcome advice on South Kesteven, where we're planning a garden village project and want to put in as much future proofing as possible. We don't know where to put the EV chargers. Should they be in hubs or in individual garages?"

Stakeholder, Lincolnshire

"We'd like to see advice and costings from WPD, with more accurate quotes."

Stakeholder, Lincolnshire

"Demystifying the cost implications would really help us. Otherwise, we meet with hostility from the developers throughout the planning process."

Stakeholder, Lincolnshire

"Also, as a local authority, we have a role in the car parking strategy. We'd like to have a consultation with you on how we retrofit public car parks with EVs. It's a mapping and implementation project."

Stakeholder, Lincolnshire

"I think it would be useful to know if WPD are in talks with the motor industry, and how much the price point of cars is going to come down so the uptake will be larger."

Stakeholder, Lincolnshire

"Our push would be towards more public transportation, i.e. the electrification of public transport. We'd like to talk to you about that."

Stakeholder, Lincolnshire

"It would be really useful if we could have workshops with you and the developers of all this technology (motor industry, green tech, PV, etc.) so we can talk to them about how it's going to work, and they can see how the work they're doing will be implemented in reality."

Stakeholder, Lincolnshire

"A capacity map and electric vehicle information would be useful if supplied to council officers."

Stakeholder, Northampton, Coventry and Leicester

3. DO YOU HAVE ANY SPECIFIC PLANS WHICH WILL ASSIST EV CUSTOMERS WHO DO NOT HAVE ACCESS TO DRIVEWAYS AND HOME CHARGING?

"We've had enquiries from residents on terraced streets. At the moment, we don't have a policy. It raises issues about where the lighting comes from e.g. lighting columns. Do we need to declare areas of the road for charging only? I would be interested in knowing what other councils have done."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"We've not had a real directive to pursue a policy yet, but in terms of the logistics behind it (e.g. who the infrastructure belongs to), I would be really interested in understanding what other people are doing."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"It's car parks at this point."

Stakeholder, Lincolnshire

"A hub will have to happen for flats, i.e. a community hub."

Stakeholder, Northampton, Coventry and Leicester

"With local authority car parks, we've got to be ahead of the game, and we might be underestimating that."

Stakeholder, Northampton, Coventry and Leicester

"There are nine charging points across Stratford. In one car park, we have one resident who parks his car there all the time."

Stakeholder, Northampton, Coventry and Leicester

4. WHEN DO YOU EXPECT YOUR ORGANISATION'S FLEET TO GO ELECTRIC?

"In Lincoln, our local caretakers have electric vans."
Stakeholder, Lincolnshire

"I know that in Boston they have some electric dustbin lorries." **Stakeholder, Lincolnshire**

"We want electric dustbin lorries in South Kesteven."
Stakeholder, Lincolnshire

"We are very concerned about how to provide the EV charging for a new electric fleet as the demand is going to be considerable."
Stakeholder, Northampton, Coventry and Leicester

"Daventry Council have an electric pool car."
Stakeholder, Northampton, Coventry and Leicester

"In Charnwood, we have some already in the fleet but only two or three."
Stakeholder, Northampton, Coventry and Leicester

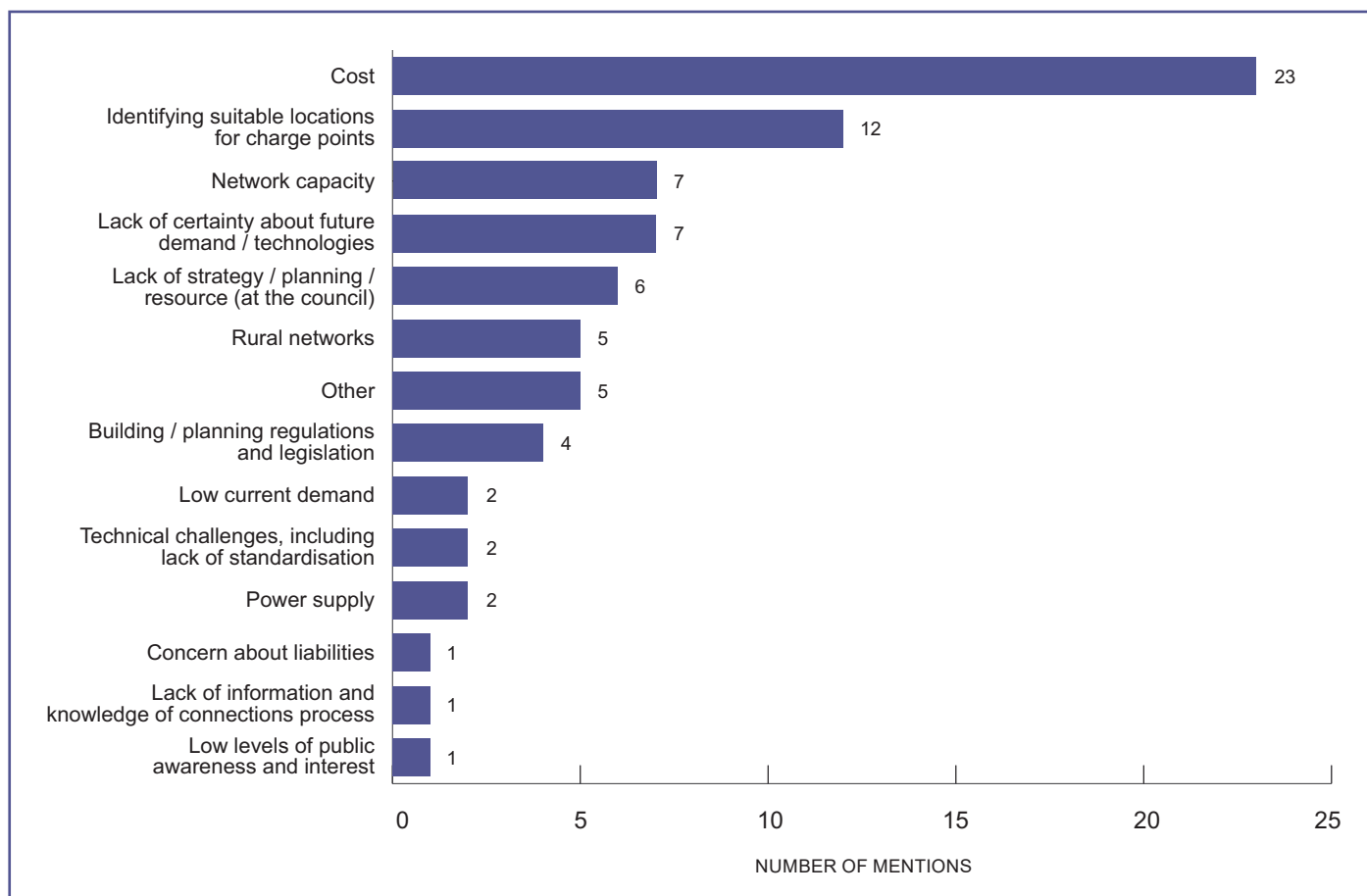
"[We have a] total fleet of approximately 50 vans to be changed eventually, but only as and when they come to end of their natural life."
Stakeholder, Northampton, Coventry and Leicester

5. HAVE YOU GOT ANY FEEDBACK ON THE APPLICATION PROCESS?

"We asked for capacity for a car park, but your quote didn't allow for the future chargers we wanted to install. We didn't know which chargers we were going to use as we hadn't been through procurement. It is all out of sync because we don't know what to ask for at the beginning. There was a lot of learning on that. They wouldn't have had the information that WPD needed at the stage they asked for the connection. It is all very disjointed and the conversations clearly weren't being had. We've now learnt what sort of information and conversations we need to have when building a new car park, but it was a learning process."
Stakeholder, Northampton, Coventry and Leicester



6. WHAT ARE THE BIGGEST CHALLENGES YOU FACE IN ROLLING OUT YOUR EV CHARGING NETWORK?



NB. This graph has been produced based on the written answers to an open question in the feedback form. Where possible, the written responses have been analysed and grouped into themes. To do so, some assumptions have been made. This graph should therefore be treated as purely indicative of people's views.

Where a certain challenge was only mentioned once it has been included as 'other', unless it was suggested as a challenge at other workshops in which case it has been included as a separate item in the graph.

'Other' suggestions included: maintenance; having no control over public transport; and the need to involve local businesses.

"On-street parking – no driveways."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Capacity to design."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Rural nature."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Resourcing the scale of change that will be required."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Technical constraints."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Lack of parish council-owned land suitable for charging points."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Strategic directive or lack of."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Lack of charging points / network capacity to expand."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Funding."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Resource in terms of officer time servicing."

Stakeholder, Northampton, Coventry and Leicester

"Assessing how to 'step' the activities in correct sequence."

Stakeholder, Northampton, Coventry and Leicester

"Locations for parking and supply for workplace charging."

Stakeholder, Northampton, Coventry and Leicester

"Local car parks – cost and elective supply."

Stakeholder, Northampton, Coventry and Leicester

"Persuading developers to include in new builds."

Stakeholder, Lincolnshire

"Capacity of the network." **Stakeholder, Lincolnshire**

"No control over public transport."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Getting out information to each authority."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Chicken / egg – what comes first, infrastructure or demand?"

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Capacity availability in areas that have low demand at the moment."

Stakeholder, Northampton, Coventry and Leicester

"Maintenance."

Stakeholder, Northampton, Coventry and Leicester

"Expected demand by users."

Stakeholder, Lincolnshire

"Lack of space for EV charge points."

Stakeholder, Lincolnshire

"Justification – national planning policy doesn't require EV to be installed." **Stakeholder, Lincolnshire**

"Local business involvement for daytime chargers."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Understanding costs, available technologies."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Urban / rural split within borough."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Understanding the 'customers' and their likely usage pattern."

Stakeholder, Northampton, Coventry and Leicester

"Legal liabilities to [the] council if in council car parks." **Stakeholder, Northampton, Coventry and Leicester**

"Promoting change through the system."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

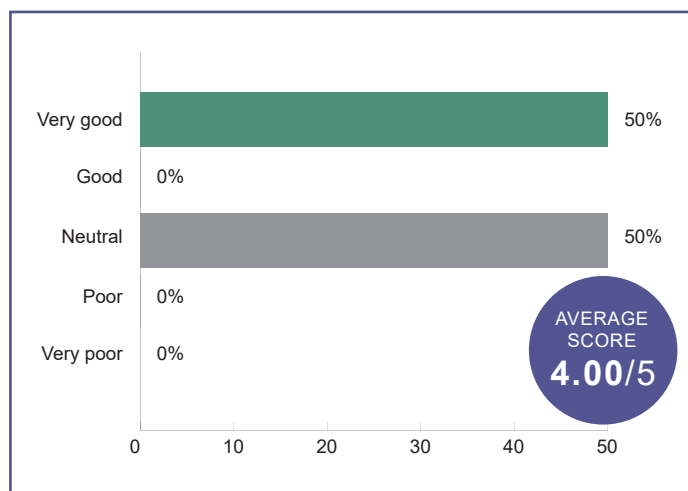
"Assessing what financial support can be available / leveraged."

Stakeholder, Northampton, Coventry and Leicester

"Predicting uptake."

Stakeholder, Northampton, Coventry and Leicester

7. IF YOU HAVE APPLIED FOR AN EV CONNECTION WITH WPD, WHAT DID YOU THINK OF THE LEVEL OF SERVICE?



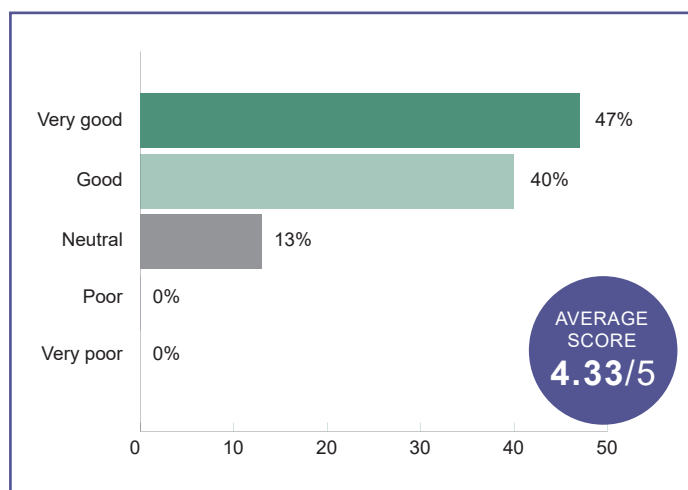
"Our experience has been that it is difficult to get round the difficulties of early planning before detailed information is around."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Rapid taxi rollout went well."

Stakeholder, Northampton, Coventry and Leicester

8. WHAT DO YOU THINK OF THE INFORMATION WPD HAS MADE AVAILABLE TO YOU ON EV CHARGING?



"Really interesting to see how other areas are progressing EV."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Feels like only the tip of the iceberg."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Today has been very helpful but prior to this, information was lacking."

Stakeholder, Derbyshire, Nottinghamshire and Chesterfield

"Not reviewed but now will – previously unaware of the EV strategy document."

Stakeholder, Lincolnshire

"Very helpful information and understanding [of] future issues."

Stakeholder, Lincolnshire

"Very interesting but not conclusive."

Stakeholder, Lincolnshire

Examples of investment programme (2019/20)

Derbyshire & Nottinghamshire

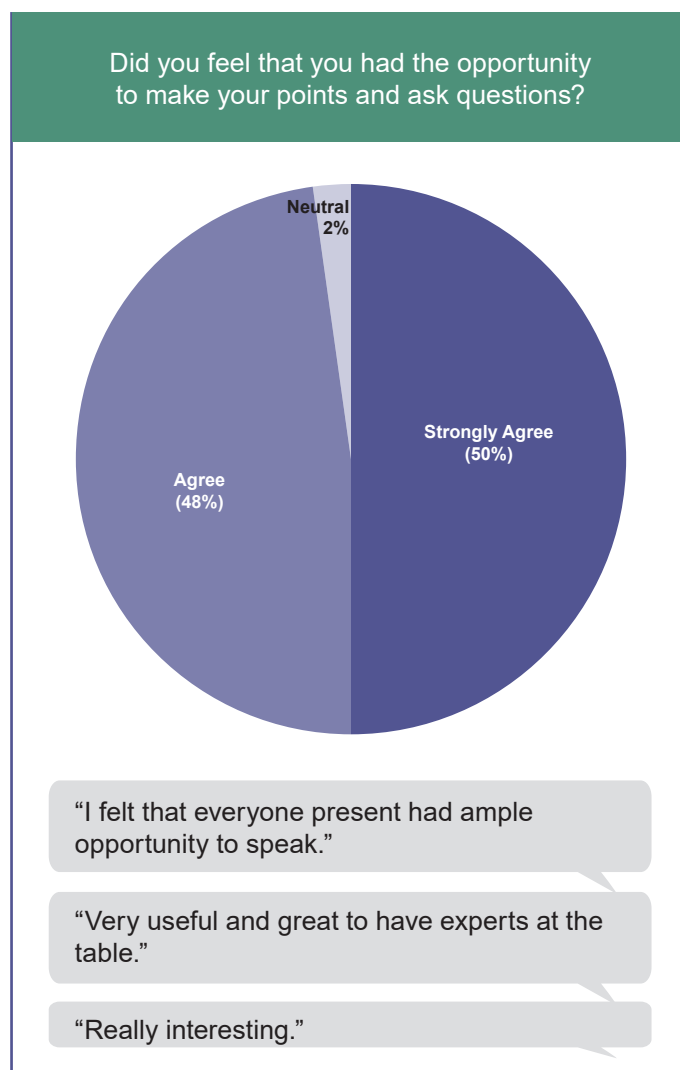
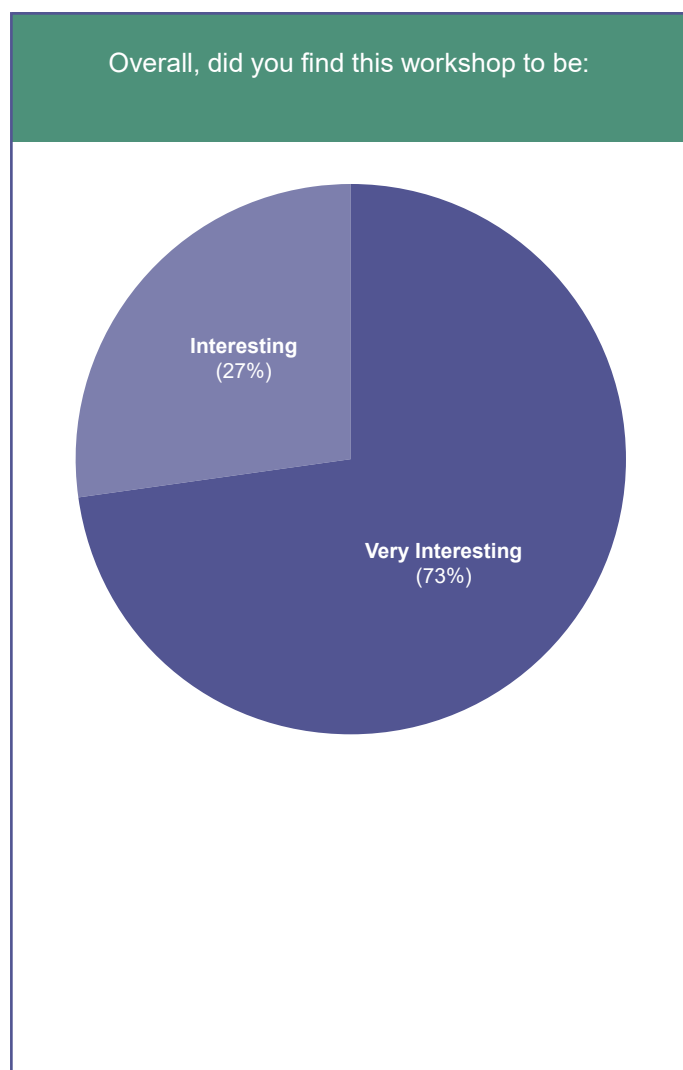
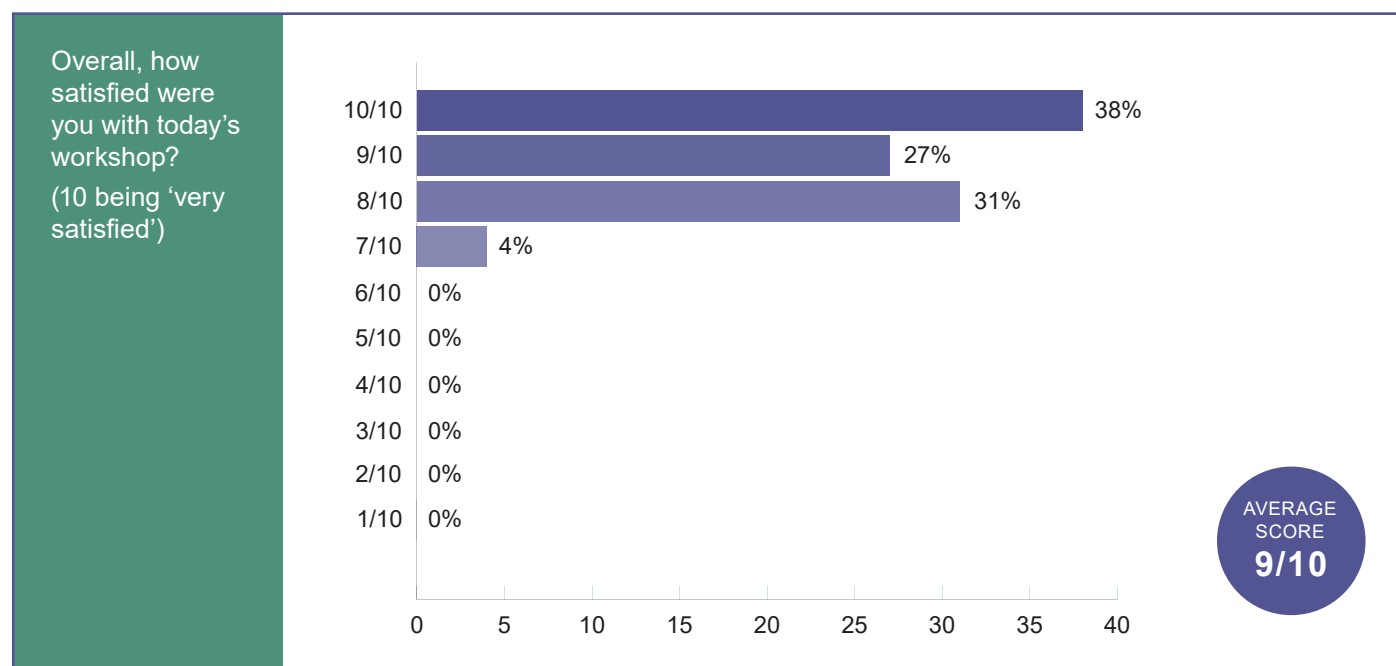
- Replaced 250 LDBs (link boxes) changed in 2018 costing £1.4m
- Replaced switchgear in around 50 distribution substations per year at a cost of £1.25m
- Replacing 10km of underground 11kV cable and 25km of 11kV overhead line at a cost of around £2.1m
- Replacement of a 33kV tower circuit from Spondon to Long Eaton with underground cables costing over £6m
- In Chesterfield we have replaced 2.2km of 33kV cable at a cost of £0.5m
- Replacement of 3km of 11kV cable to replace an overhead line in Lambley to improve supply to rural customers costing £400k
- Replacing the 11kV urban and rural networks to improve supply following network faults.



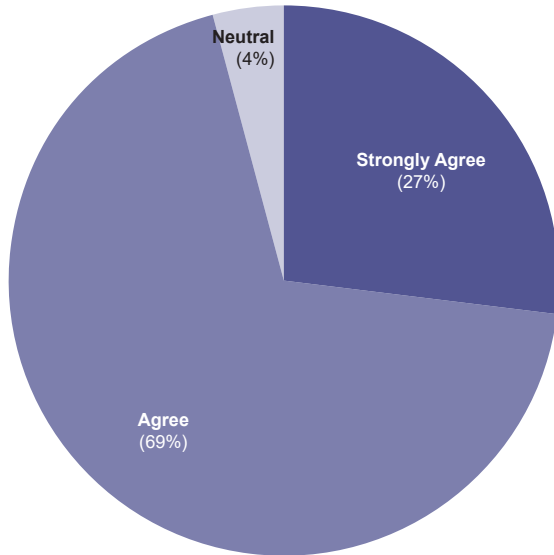
WESTERN POWER DISTRIBUTION

7 | APPENDIX: WORKSHOP FEEDBACK

At the end of the workshop, stakeholders were asked to complete a written feedback form to provide WPD with feedback on the event itself. The results are summarised below.



Did we cover the right topics on the day?

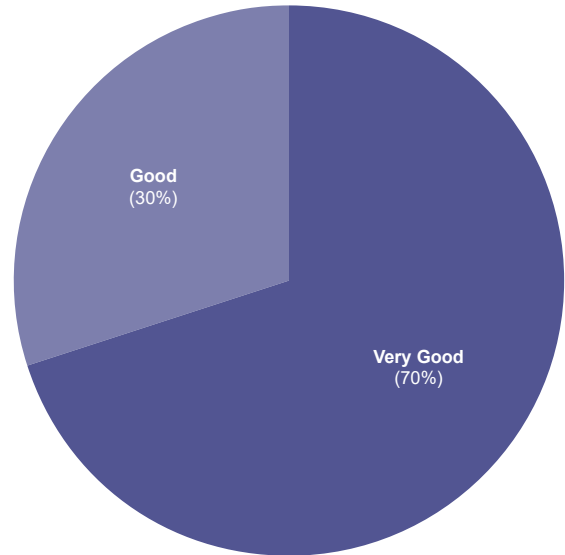


"It was educational as well as offering the opportunity to register issues."

"Very good."

"Interested in climate change and low carbon [...] more innovation work would be good."

What did you think about the way that the workshop was chaired by your table facilitator?



"Extracted optimum information in a constrained time environment."

"[The facilitator] handled matters in an informal and efficient manner."

ANY OTHER COMMENTS?

"Excellent – worthwhile attending."

"Good to hear from WPD in the presentations / good to share experience in the round-table discussions."

"Really useful, thank you. I will be following up with some colleagues afterwards."

